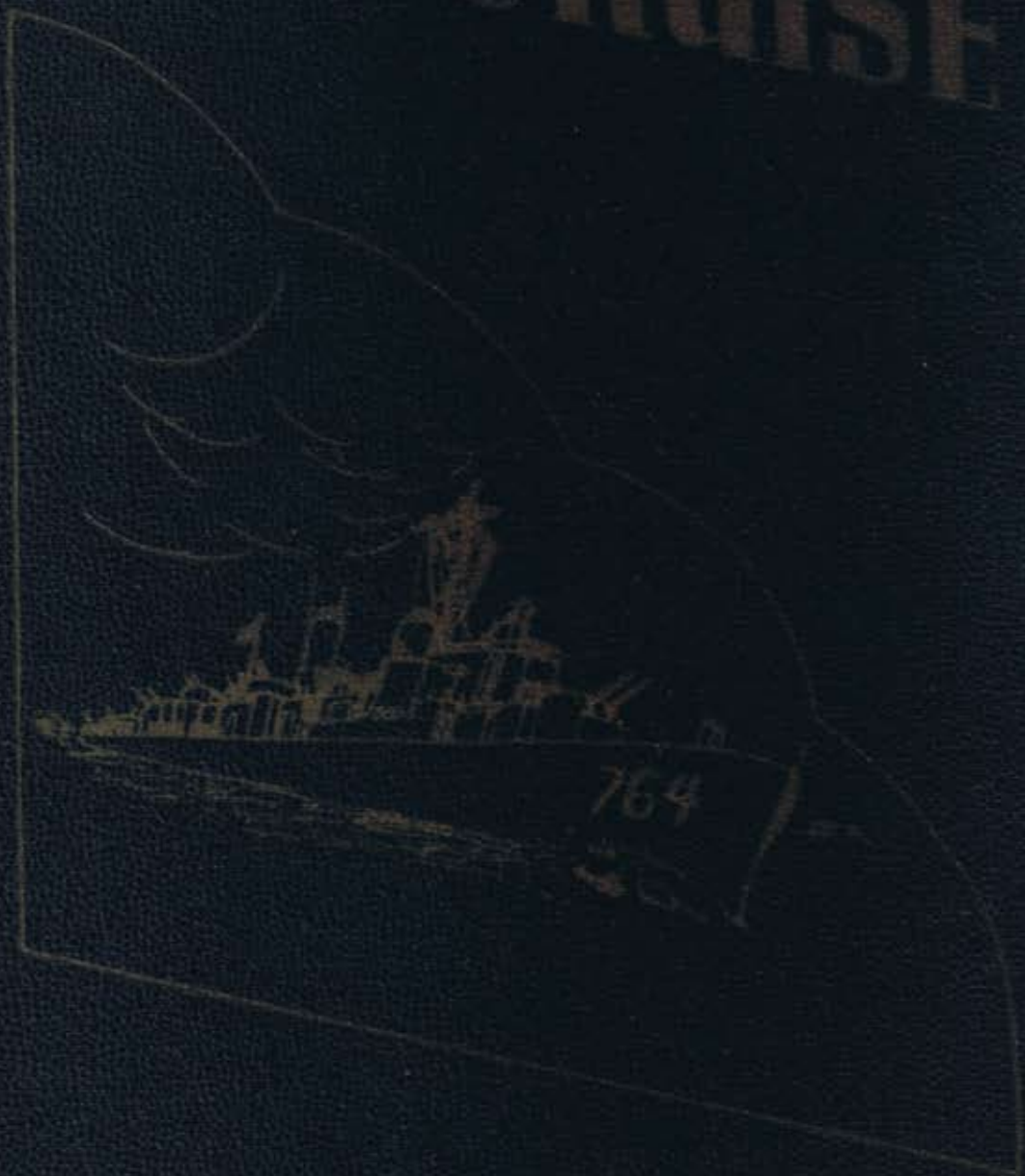
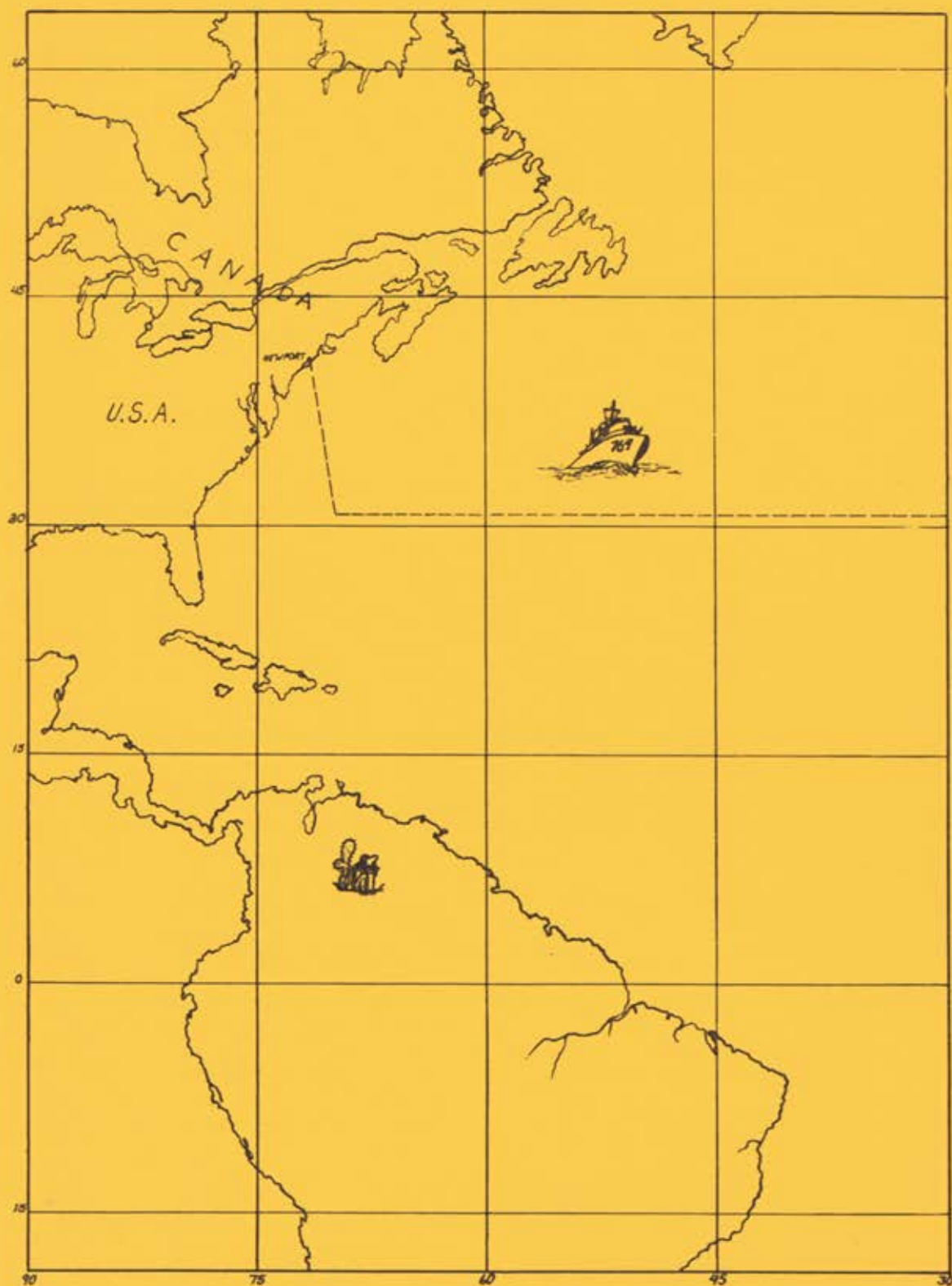


# MED CRUISE



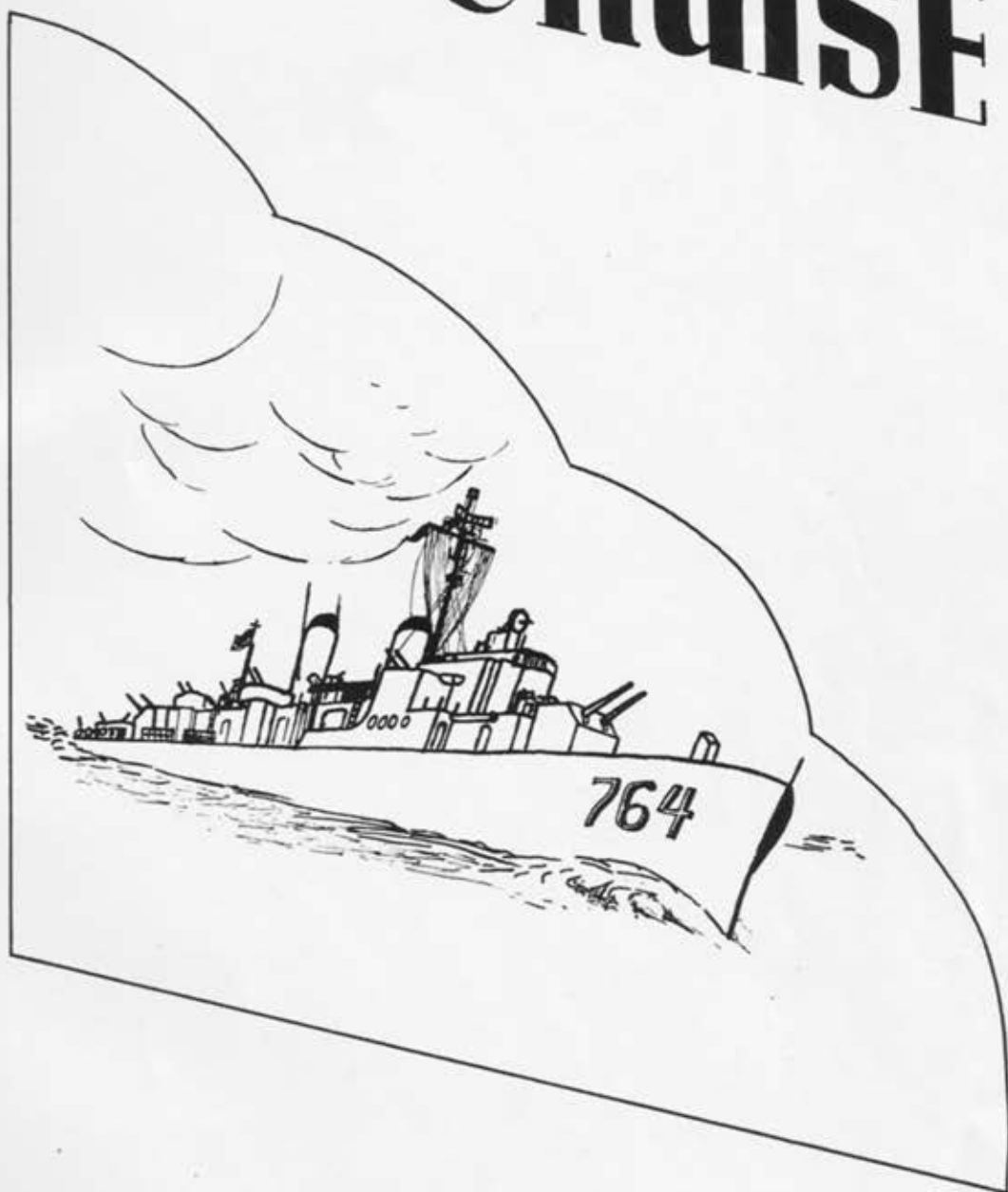
1952



BOB SCHERER



# MED CRUISE



# 1952



# TABLE OF CONTENTS



## I Administration

- History of the U.S.S. Lloyd Thomas
- Commanding Officer
- Staff Officers
- Ship's Officers
- Chief Petty Officers
- Ship's Divisions
- Admiral's Inspection

## II Mediterranean Cruise

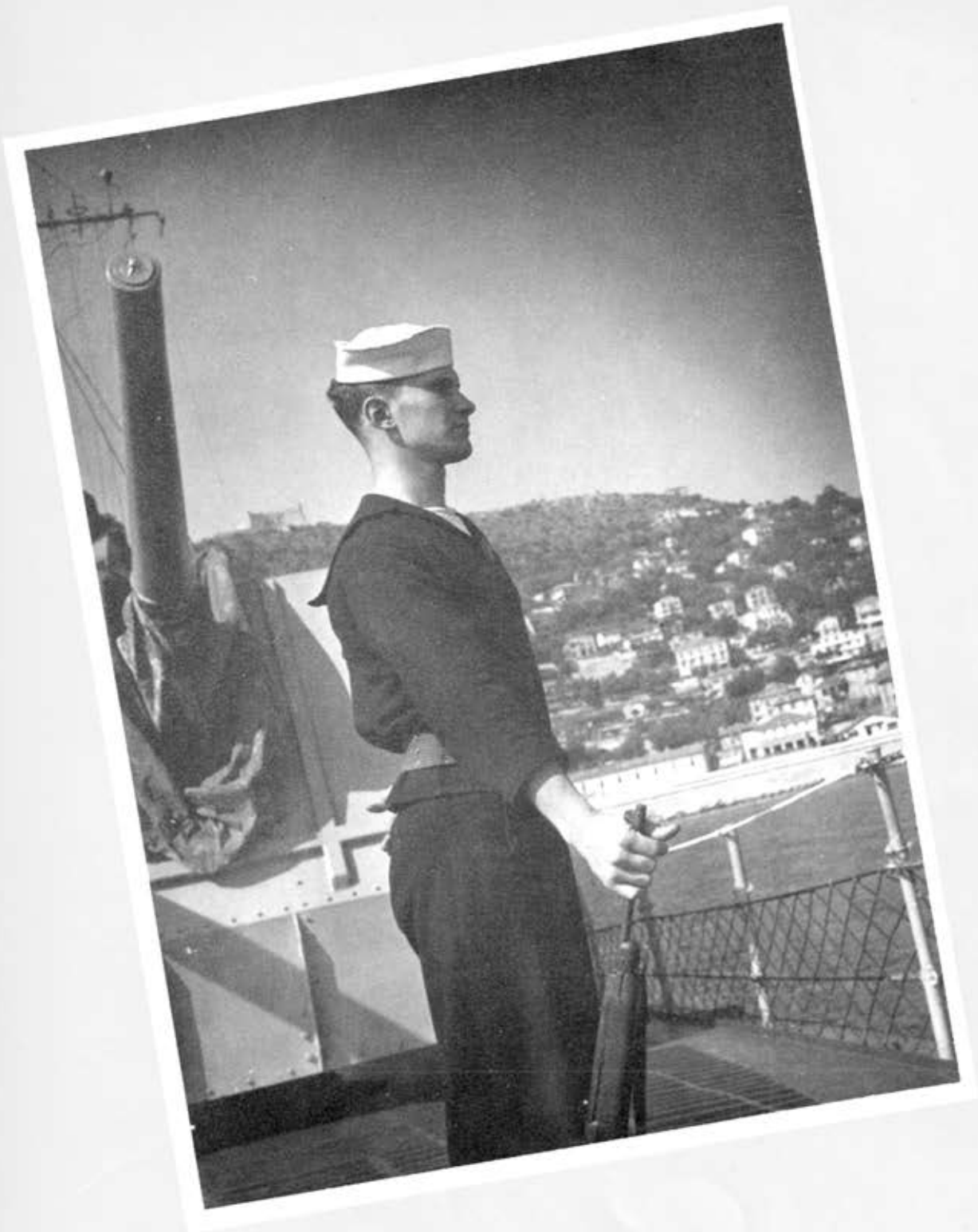
- Cruise Calendar
- The Trip Over
- Oran, Algeria
- Augusta, Sicily
- Palermo, Sicily
- Naples, Italy
- Operation Grand Slam
- Villefranche
- Gibraltar
- The Trip Home



## III The Ship at Work and Play

- Various Gangs
- Softball Team
- Basketball Team
- Candida
- Names





## **I** *Administration*



## Ship's History

HISTORY OF U.S.S. LLOYD THOMAS (DDE-764)

Lloyd Thomas, after whom this ship was named, received the Navy Cross "For extraordinary heroism and courageous devotion to duty while piloting an airplane of Torpedo Squadron Six based on the *U.S.S. Enterprise* in action against enemy Japanese forces in the Battle of Midway on June 4, 1942. The unprecedented conditions under which his squadron launched its offensive were so exceptional that it is highly improbable the occasion may ever recur where other pilots of the service will be called upon to demonstrate an equal degree of gallantry and fortitude. His extreme disregard of personal safety contributed materially to the success of our forces and his loyal conduct was in keeping with the highest traditions of the United States Naval Service." So reads the citation of Lieutenant Lloyd Thomas.

In honor of Lloyd Thomas this ship was commissioned on March 21, 1947 at the Bethlehem Steel Company Yard in San Francisco, California.

After shakedown training in San Diego, California the *Lloyd Thomas* joined the Pacific Fleet and in October 1947 cruised to Pearl Harbor, Hawaiian Islands, with Task Force 38 conducting training exercises.

On January 16, 1948 the *Lloyd Thomas* in company with the destroyers *William C. Lawe*, *William M. Wood*, and *Keppeler*, and the aircraft carrier *Valley Forge*, began a world cruise for training and good will purposes. The Task Force made stops at Sydney, Australia; Hong Kong, China, and Tsingtao, China. Leaving Tsingtao, the ships separated, and the *Lloyd Thomas*, *Lawe* and *Valley Forge* proceeded west to Singapore; Trincomalee, Ceylon; Ras Tanura, Saudi Arabia, and then through the Suez Canal and the Straits of Gibraltar. The *Thomas* finally arrived home at San Diego, California, on June 12, 1948, after steaming 46,168 miles in five months.

In January, 1949 the *Lloyd Thomas* entered the Naval Shipyard at San Francisco for conversion into the Hunter-Killer type destroyer. When the work was finished, the ship proceeded to San Diego for underway training. Upon completion of the competitive year 1949, the *Lloyd Thomas* received the "E" for battle efficiency.

The *Lloyd Thomas* was assigned to the Atlantic Fleet in October 1949, and immediately cruised from San Diego to Newport, Rhode Island, via the Panama Canal. She left Newport

the same month to participate in the Second Task Fleet Cold Weather Exercises in the Arctic Region.

After completing the Arctic Operation, the *Lloyd Thomas* was subjected to opposite temperature extremes when she was sent on special exercises to Bermuda in January 1950, and the Puerto Rican Portrex operation in February 1950. By April 9, 1950 the ship was back in the Newport area undertaking daily gunnery and amphibious operations at Bloodsworth Island, Maryland, and Onslow Beach, North Carolina. Early in June 1950 the *Lloyd Thomas* entered the training phase taking aboard Midshipmen and Reservists for summer cruising. The Midships remained aboard to participate in the July ASW exercises in the Bermuda area.

On July 15, 1950, upon receipt of special orders, the *Lloyd Thomas* detached her Midshipmen and proceeded to Argentia, Newfoundland where she remained for three days for replenishment and repairs. At this time, Commander R. J. Dressling assumed command of the *Lloyd Thomas* relieving Commander A. D. Jackson, Jr. On July 22, 1950 she was underway in company with Destroyer Division 22 proceeding to Reykavik, Iceland on a diplomatic cruise. After remaining for five days in the Iceland area, the *Lloyd Thomas* returned to Argentia, Newfoundland and then to Melville, Rhode Island where she put in for tender availability. Upon arrival, the personnel aboard received word that their ship had earned a hashmark under her "E" for the competitive year 1950.

On September 6, 1950, the *Lloyd Thomas* departed for Norfolk, Virginia in company with the destroyers *Wood*, *Warrington* and *Harwood* where they were met by the aircraft carrier *Coral Sea*, and escorted her to the U. S. Sixth Fleet operating in the Mediterranean sea. There the *Thomas* conducted exercises with the Sixth Fleet until November 1, when she and the above mentioned ships departed to escort the aircraft carrier *Midway* back to Norfolk, Virginia. After leaving Norfolk the escorting ships returned to Newport, arriving November 10. The ports entered in the Mediterranean area were: Sardinia; Augusta, Sicily; Golfe Juan, France; and Gibraltar.

Her next venture was on December 4, 1950 at which time ComDesLant shifted his flag to the *Lloyd Thomas* and a five day inspection tour to Norfolk, Virginia was made.

On January 8, 1951 she accompanied the destroyer *U.S.S. Fox (DD-829)* to Bloodsworth Island, Maryland, to conduct shore bombardment exercises. Upon completion of these exercises the *Lloyd Thomas* returned to Newport until January 24 when she proceeded to Key West, Florida to assist the Fleet Sonar School in conducting ASW exercises.

In late February the *Lloyd Thomas* departed the warm Florida waters and proceeded to Newport area for routine maintenance and upkeep prior to yard overhaul. This period was cut short due to a special ten day assignment as plane guard for the carrier *Coral Sea* in the Norfolk Area.

On March 13 she off loaded ammunition at President Roads entrance to Boston Harbor, and on the fourteenth she proceeded to Boston Naval Shipyard, Charlestown, Massachusetts for her scheduled annual yard availability.

After three months at the yard during which much work was accomplished including the addition of a new 40mm quad mount where the starboard gig had been formerly, the ship left on June 15 for Newport and 2 weeks of bouy upkeep. The ship then proceeded to Guantanamo Bay, Cuba for 7 weeks of underway training. The *Lloyd Thomas* came out with a mark of excellent in the ASW phase of the OpRead Exercise and a high good for the other phases. The ship then proceeded to Culebra to conduct shore bombardment where a mark of excellent was received. Upon the completion of these exercises in August, the ship returned to Newport for a period of upkeep and tender availability alongside the *Yosemite*.

During September, 1951 the ship participated in daily type training and ASW exercises out of Newport. Then on October 1 through October 8 she participated in Task Force 81 Hunter-Killer exercises with the carrier *Saipan*, CortDes Div 62, and DesDiv 62. Because of rough weather much of the operation had to be cancelled. At the end of the exercise the ship proceeded to Annapolis for the Homecoming Weekend, after which she returned to Newport for upkeep.

Secretary of Defense Orientation and the operation LantFlex occupied the *Lloyd Thomas* during October and November after which she enjoyed a very welcome period of leave and recreation over the Christmas holidays.

On December 6, 1951 CDR William H. Rowen relieved CDR Richard J. Dressling as commanding officer of the *Lloyd Thomas*. Also in December, RADM Dietrich, ComDesFlot 2, gave the ship a very thorough administrative inspection to insure proper preparedness for the forthcoming departure to the Mediterranean.

January 9, 1952 the *Lloyd Thomas* departed with the aircraft carrier *Cabot* and destroyers *Harwood* and *Keppeler* for operations in the Mediterranean as part of the United States Sixth Fleet. In order to better relations with foreign-speaking peoples, the ship visited Oran, Augusta, Palermo, Naples, Villefranche, and Gibraltar. While at Naples a tour was arranged to Rome for which the Pope held a special audience; and while at Villefranche, tours were arranged to Paris, Switzerland, and the French Riviera. During February and March the ship participated in Operation Grand Slam and was successful in performing its primary mission having registered several submarine "kills". But the more gratifying conclusion reached from the exercise was that units of the British, French, Italian and United States Fleets could operate as an integrated force.

The ship arrived back in Newport on March 26, 1952 and as much as the liberty in foreign ports was enjoyed, all hands were very glad to be home.



U.S.S. LLOYD THOMAS (DDE764)  
c/o Fleet Post Office  
New York, N. Y.

From: The Commanding Officer  
To: The Ships Company

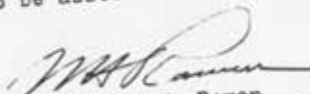
Subj: Mediterranean Cruise, 8 January, to 26 March 1952

1. Pursuant to orders received from the Commander-in-Chief Atlantic Fleet, this ship in company with the U.S.S. CABOT, HARWOOD, KEPPLER and ROBERT L. WILSON proceeded to the Mediterranean theatre in January, 1952 and reported for duty to the Commander of the United States Sixth Fleet. With ships in company, the U.S.S. LLOYD THOMAS comprised a hunter-killer force which participated in the Sixth Fleet and North Atlantic Treaty Organization exercises including history-making "Operation Grand Slam" wherein ships of four nations operated side by side under a single set of tactical instructions and a completely unified system of communications. On the lighter side this vessel paid good-will visits to a number of foreign ports.

2. Naturally the protracted duration of the cruise away from home port, wives and sweethearts and normal supply and maintenance facilities imposed burdens, and in some cases hardships, on personnel of the ship. Moreover, poor weather on the passage over and during our stay in three of the five ports that we entered caused sleepless nights in rolling compartments at sea and caused us to spend dull evenings aboard in harbors too rough to permit shore leave. Special sea detail posting and steaming watches in port became more regular than 0800 musters. Finally the ship was almost continuously under the pressure of either exacting operations or the requirement to exhibit only the most impeccable behavior as American ambassadors of good will in foreign ports.

3. Despite these many challenges, this ship's company saw to it that the LLOYD THOMAS was never once open to criticism for being late or slow or broken down when operations were underway. Nor was this ship's company once involved in fostering anything but the best of good will ashore. On the contrary, the ship was complimented on numerous occasions on her smartness and appearance and on the individual performance and behavior of the members of her ship's company.

4 In this letter I want to address each person serving aboard and commend him for contributing to a highly successful cruise, and to tell all hands that it is a source of pride and pleasure to me to be associated with such a top-flight outfit.

  
William H. Rowen



# COMMANDING OFFICER



CDR. WILLIAM H. ROWEN assumed command of the *U.S.S. Lloyd Thomas* 6 December 1951. Following graduation from the Naval Academy in 1941, he was assigned to the cruiser *Augusta* (CA-31). While he was so assigned, the *Augusta* carried President Roosevelt to the historic Atlantic Charter meeting with Prime Minister Winston Churchill, served as Admiral Hewitt's Flagship carrying General Patton overseas during the North African invasion, and fought in the naval engagements against the Vichy French off Casablanca. Commander Rowen saw action in the Normandy and Southern France invasions as well. In late 1944 he was

ordered to shore duty as a student officer in a graduate course of instruction in ordnance electronics at the Naval Academy Post Graduate School and Massachusetts Institute of Technology where a Master of Science degree was conferred upon him. In 1948 Commander Rowen was ordered back to sea and served as Guidance and Instrumentation Officer in the Navy's first guided missile launching ship, the *U.S.S. Norton Sound* (AV-11). During 1950 and 1951 he was detailed to shore duty with the Office of the Chief of Naval Operations, where he remained until he assumed his present command.

## Staff Officers

**CAPTAIN LOUIS ALLEN BRYAN**, U. S. Navy, Commander of escort Destroyer Division 62 since July 1951 graduated from the Naval Academy in 1932 where he was a five-striper, president of his class, and played tackle on the football team. Following graduation he served on the battleship *Nevada* and the cruiser *Indianapolis*. In 1935 he was designated Naval Aviator at Pensacola, but later decided in favor of destroyers due to a lack of carriers and planes at the time. Captain Bryan graduated from the Naval Academy PG School in 1939 and was Gunnery Officer on the *U.S.S. Cushing* when war broke out in 1941. His war duties include service as Executive Officer on the *U.S.S. Duncan* which participated in the battle of Cape Esperance in 1942, Commanding Officer of the *U.S.S. Shubrick* in 1943 which was part of the Sicilian Invasion Fleet, Gunnery and Training Officer on the DesLant Staff in 1944, and Commanding Officer of the *U.S.S. Blue* in 1945 while operating in the Philippines and Japan. His wartime decorations include the Silver Star, SecNav Commendation, two Bronze Stars, and the Purple Heart. After the war he spent two years at the Naval Academy followed by service at the Newport NAPS as Executive Officer and then Commanding Officer. In 1951 he graduated from the Newport Naval War College, after which he assumed his present duties while the ship was at Guantanamo Bay, Cuba.



**LT JAMES L. WILSON**, Staff Operations Officer, attended the University of Pennsylvania as an NROTC student and graduated with an A.B. in June 1943. He received his commission upon graduation and was assigned to the *U.S.S. Hunt* (DD-674) on which he served until December 1945. He was then assigned duty at the Separation Center in Bainbridge where he served until release to inactive duty in October 1946. LT Wilson then studied law at Rutgers and received his LLB in 1950. He was recalled to active duty in his present capacity in September 1950.

**DR. ROBERT C. FLIPSE**, Staff Medical Officer, served during World War II in an enlisted status and has a service record which includes recruit training at Sampson NTS, Hospital Corps School at Portsmouth, Virginia, and duty at various Naval hospitals. Shortly before the end of the war he was assigned to New York Medical College from which he was graduated in 1948. He was released to inactive duty prior to graduation. In 1950, he was recalled to active duty and assigned to St. Alban's Naval Hospital on Long Island in the X-Ray Department. Dr. Flipse assumed his present duties in December 1951.





Left to right back row: LTJG Conlin, LTJG Johnson, LTJG Reuter, CDR Morris, CDR Rowen, LT Hooton, LTJG Carver, LTJG Nicholson;

Front Row: ENS French, ENS Nile, ENS Dow, ENS Liftman, ENS Edney, ENS Molady, ENS Martin;

Inset: LT Holland, ENS Carlson, ENS Pfeiffer, ENS Plush.

## Ship's Officers



CDR William T. Morris, Jr.



CDR. WILLIAM T. MORRIS, JR., Executive Officer, graduated from the University of Florida in 1939 with a B.S. in Business Administration. After war was declared in Europe and began to threaten American shores, he joined the Navy V-7 Program in 1940 and attended the Northwestern University Midshipmen's School. After being commissioned an ensign in June 1941, he was assigned to the *U.S.S. Barnett (APA-5)* to duties in the Landing Boat Division. This duty was followed by service in the Armed Guard on various merchantmen attempting to make the treacherous North Atlantic run. From there he went to the *U.S.S. Wilhoit (DE-397)* where he served as executive and gunnery officer until the end of the war. He was placed on inactive duty in February 1946. In September 1950, CDR Morris was recalled to active duty to serve in his present capacity as Executive Officer of the *Lloyd Thomas*.

LT RALPH L. HOOTON, Chief Engineer, enlisted in the Navy in December 1936 and received recruit training at Norfolk, Virginia. His first duty was on the *U.S.S. West Virginia* from May 1939 until it was sunk at Pearl Harbor on December 7, 1941. LT Hooton was then assigned to the *U.S.S. Benham (DD-397)* for three months until he was reassigned to the *West Virginia* as a salvage diver. He saw action in the Pacific in 1943 on the *West Virginia* and finally put her out of commission in 1946. LT Hooton rose from apprentice seaman to Chief Machinist's Mate on the *West Virginia* and was then commissioned ensign in October 1943. From September 1946 to January 1948 he enjoyed shore duty at the Fleet Boat Pool, Bayonne, OinCh Crash Boat at Melville, R. I., and Naval Supply Center, Norfolk. His next assignment was the *U.S.S. Leyte* for two years during which he went to Korea and made two Med cruises. In 1951 he helped recommission the *Hornet* in San Francisco, and then decommission her in Brooklyn. From this duty he was assigned to the *Lloyd Thomas* as Chief Engineer.



LT WALTER F. HOFFLAND, Gunnery Officer, began his Naval career as part of the radio gang on the *U.S.S. Arizona (BB-36)*. In the CinCUS Flag Allowance he served on several other old battleships. During the war he was detached on temporary duty with the air force based in Hawaii. After receiving his commission he went to the *U.S.S. Graffias (AF-29)*, and then attended a one-year course in Applied Communications at the Harvard PG School. Following this he spent two years on the CinCPac Staff in Hawaii. LT Hoffland was then assigned to the *U.S.S. Topeka (CL-67)* as Radio Officer where he served until decommissioning at Hunter's Point, California. For two years he attended Ohio State University majoring in liberal arts as part of the Navy Five-Term Program. LT Hoffland reported aboard the *Lloyd Thomas* 4 May 1951 as Operations Officer and is now Gunnery Officer.

LTJG CLYDE W. CARVER, First Lieutenant, attended Georgia Institute of Technology where he received a B.S. in Industrial Management. After graduation in July 1945 from the Notre Dame Midshipmen's School where he received his commission as ensign, he served on the *U.S.S. Tolman (DM-28)* in the Pacific. He was separated in August 1946. When recalled to active duty in June 1951 he held a position in the Buying Department of Sears-Roebuck's Atlanta Offices.

LTJG RALPH P. REUTER, Operations Officer, received a B.A. in Business Administration from the University of Minnesota in October 1945. He received his commission at the same time and was assigned to the Naval Air Station, Minneapolis for duty where he stayed until separation in August 1946. At the time he was recalled to active duty in October 1950, he was an Assistant Manager with the Aetna Life Insurance Company.

LTJG CARTER B. CONLIN, CIC Officer, attended the University of Southern California where he received a B.E. in Chemical Engineering in 1945 and an M.S. in Chemical Engineering in 1947. After receiving his commission as ensign from the Columbia University Midshipmen's School in November 1945 he served on the *U.S.S. Horace A. Bass (APD-124)* as assistant communications officer until he was placed on inactive duty in June 1946. At the time of his recall to active duty in April 1951 he was working as a chemical engineer for The Texas Company in their New York Offices.

LTJG LELAND F. JOHNSON, Electronics Officer, received a B.S. in Electrical Engineering from the University of Wisconsin in February 1946, and at the same time his commission as ensign. He was assigned duty with Post War Electronics Engineering at MIT where he received a second B.S.E.E. From there he went to the *U.S.S. Benner (DDR-807)* where he served 1½ years with the Surface Anti-Submarine Development Detachment in Key West. He was separated in February 1950. In November 1951 he was recalled to active duty to serve on the *Lloyd Thomas* as Electronics Officer.

LTJG RICHARD E. NICHOLSON, ASW Officer, received his commission from the Naval Academy in June 1948. He majored in mechanical engineering at Penn State for two years prior to his entry into the Naval Academy. His first duty was Assistant Communicator on the *U.S.S. Bairoko (CVE-115)*. From there he went to the *U.S.S. Diachenko (APD-123)* as Operations Officer. LTJG Nicholson reported to the *Lloyd Thomas* in November 1950 and has held the

positions of First Lieutenant and Gunnery Officer, the latter position being held until just before the end of the Mediterranean cruise.

ENS PAUL F. CARLSON, Signal Officer, was commissioned in June 1950 after receiving his B.A. in economics and sociology from Yale University. He reported aboard in July 1950 and up until the time he recently received orders to the CIC School at Glenview, Illinois he had served longer on the *Lloyd Thomas* than any other officer aboard.

ENS BRIGGS B. EDNEY, JR., Main Propulsion Assistant, graduated from Georgia Institute of Technology in June 1950 with a Bachelor's degree in Electrical Engineering. He received his commission at the same time and reported aboard the *Lloyd Thomas* in January 1951.

ENS KING W. PFEIFFER, 2nd Division Officer, graduated from the Naval Academy in June 1950 and was assigned to the *Lloyd Thomas* as his first duty. Upon his return from the recent Med cruise, he received orders to the submarine *Grenadier* preceding sub training.

ENS ALVIN H. LIFTMAN, Supply Officer, received a Bachelor's degree in Business Administration (Marketing) from the University of Massachusetts in June 1950. He served during World War II as an Aviation Electrician 3/C in Trenton, N. J. and San Juan, Puerto Rico. After receiving his degree he was commissioned in July 1950 and sent to the Supply School at Bayonne. ENS Liftman reported aboard in May 1951.

ENS JOHN C. MALADY, Air Defense Officer, attended the University of Notre Dame and graduated in June 1951 with a B.S. in Electrical Engineering, and received his commission at the same time. He reported aboard 26 June 1951. While the ship was in Naples he received orders to the Naval Justice School in Newport.

ENS DONALD C. MARTIN, Communications Officer, received a B.S. in Chemical Engineering from the University of South Carolina in June 1951, and was commissioned ensign at the same time. His first duty was the *Lloyd Thomas*.

ENS ROBERT W. PLUSH, 1st Division Officer, graduated from Purdue University in June 1951 with a B.S. in Electrical Engineering and was also commissioned at that time. He reported aboard in July 1951 while the ship was in Guantanamo Bay, Cuba.

ENS SAMUEL H. NILE, Damage Control Officer, graduated from the Naval Academy in June 1951 and reported aboard in July of that year. He had previously spent several weeks aboard the *Lloyd Thomas* on a midshipmen's cruise.

ENS JOHN B. FRENCH, Fire Control Officer, graduated in June 1951 from Williams College with a Bachelor's degree in History. After graduation he attended OCS in Newport from which he received his commission in November 1951 shortly after which he reported aboard. He was attending the Fleet Sonar School in Key West while the ship was in the Mediterranean.

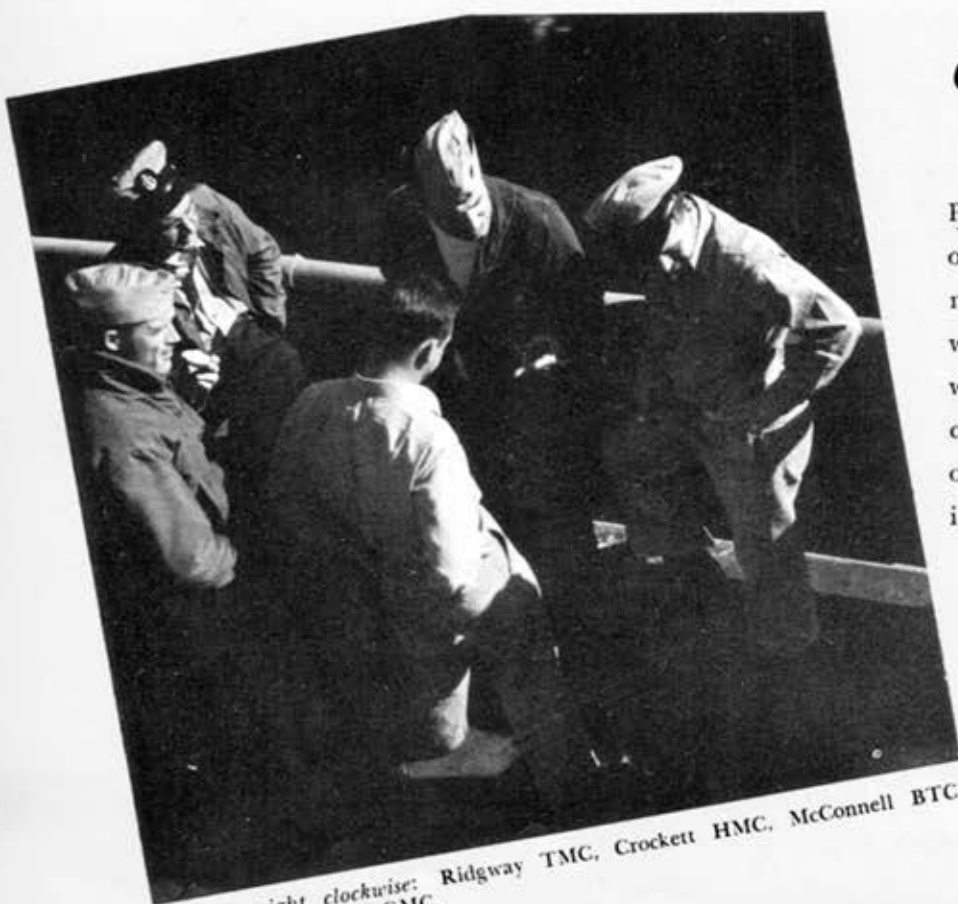
ENS WILLIAM M. DOW, Underwater Battery Officer, received an A.B. in Economics from Dartmouth College in June 1951. He was commissioned in March 1952 upon graduation from the OCS at Newport and reported aboard the same month.



*Left to right: Lytle MMC, Key ICC, Bellstrom MMC, Curran QMC, O'Neal SOC, Holmes EMC.*

## *Chief Petty Officers*

It has been said that Chief Petty Officers are the backbone of the Navy. Any "boot" seaman who has been on board a week can tell you who is called when a valve fails, the Mark 25 craps out, or a 40mm mount is out in elevation. You guessed it— a CPO. . . .



*Left to right clockwise: O'Neal SOC, Turpel GMC, Ridgway TMC, Crockett HMC, McConnell BTC.*



*Left to right, back row:* Andrews, Sendek, Jordan, Kiraly, Kronenburg, Adams, Galanis, Montpetit. *Front row:* Stonger, Higgerson, Falcon, Klein, Hatts, Gibson.

## *1st Division*



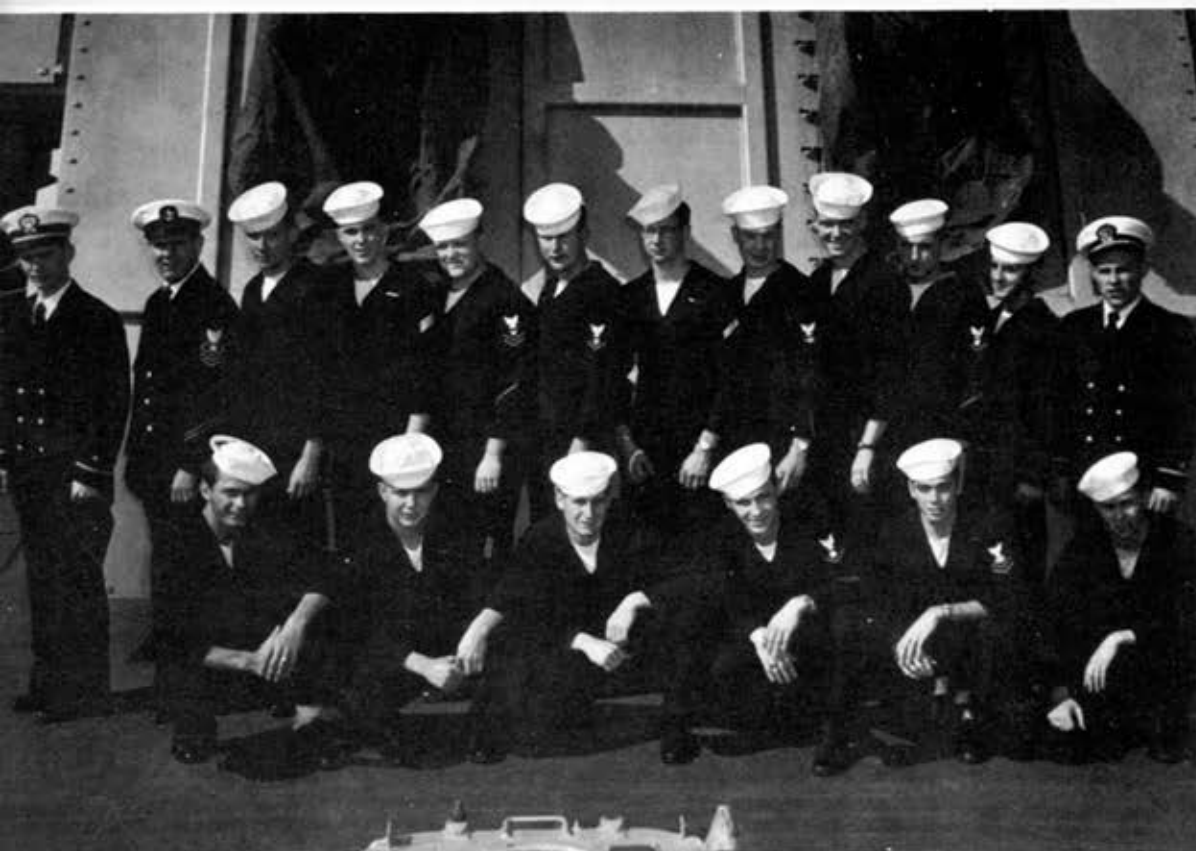
*Left to right, back row:* Mayeski, Elliott, Cregan, Kernstock, Roberts, Nivens, Morton, Hendricks, Lammey. *Front row:* Bronson, Ouellette, Phibbs, Petrin, Thorpe, Cunningham, Baird.

## *2nd Division*



## "O" Division

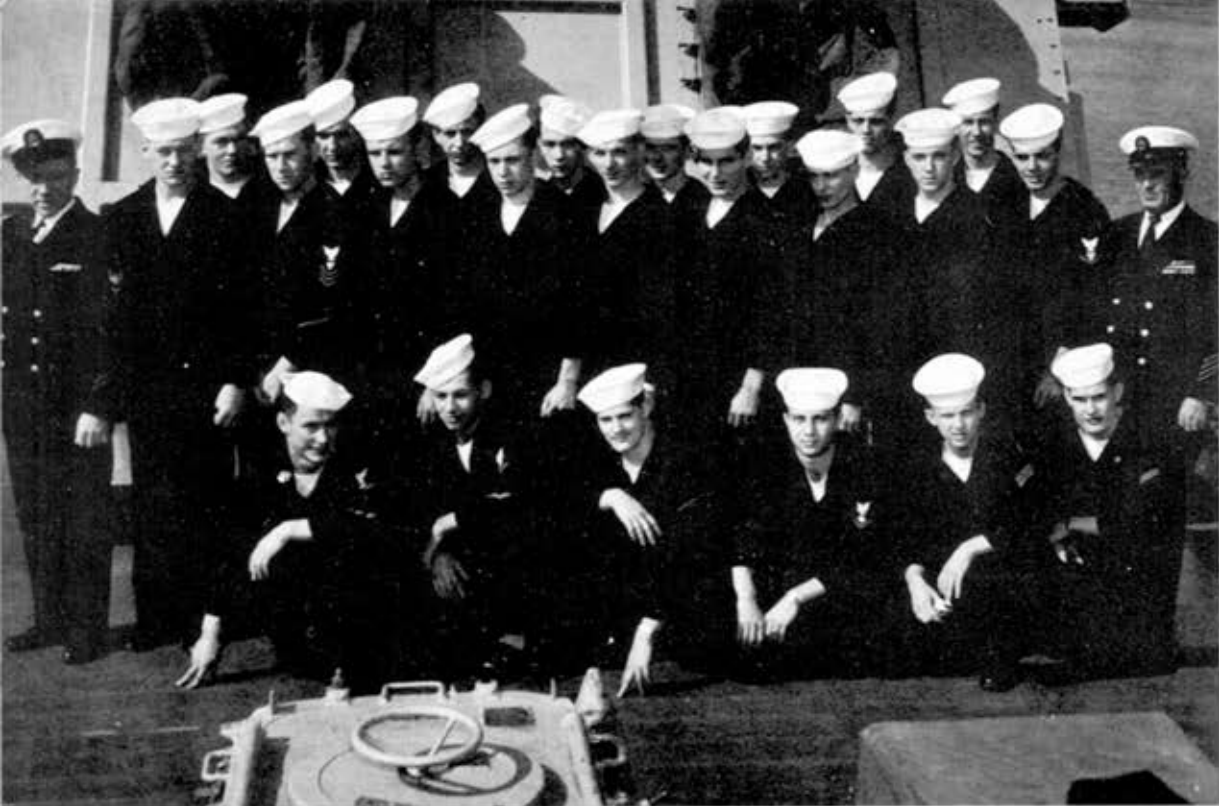
*Left to right, back row: LTJG Reuter, LTJG Nicholson, Stewart, Scherrer, Pedigo, Fernandez, West, Maher, Perdue, Casquarelli, O'Neal SOC, LTJG Johnson. Front row: Fuller, Adams, Waldron, Marcy, Duncan, McEwing, Bohan.*



*Left to right, back row: ENS Malady, Curran QMC, Cain, Kerwin, McGinn, Arms, Abrams, Olson, Bebble, McMahon, Volz, ENS Martin. Front row: Whitley, Williams, Fuhrman, Cooper, Foote, Hodges.*

## "C" Division





*Left to right, back row:* Benson, G., Tolf, Retzlaff, Schneider, Wood, Pesce, Simpson, Hancock. *Middle row:* Lytle MMC, Benson, A., Baker, Hehgen, McPherson, Choinski, Christensen, Eckart, Caton, Gangi, Bellstrom MMC. *Front row:* Gendron, Schoenhut, Chilton, Dietrich, Smith, G., Strassburg.

*"E" Division*



*Left to right, back row:* ENS Nile, Holmes EMC, Cofer, Aric, Plowman, Sargen, Whelton, Long, W., Powell, ENS Edney, LT Hooton. *Front row:* Fuller, Pope, Titze, Babcock, Cauley.

*"E" Division*



*Left to right, back row: ENS Liftman, Rosser, Smith, R., Haas, Sneddon, Thomas, Litton. Front row: King, Mrachek, Castillo, Murphy.*

## *"S" Division*

These are the boys who feed us, cut our hair, clothe us, then wash our clothes, heal our wounds, and most important of all pay us— not to mention that they also shoot a mean gun at GQ. . . .



# *Admiral's Inspection*



During December 1951 RADM Dietrich, ComDesFlot 2, came aboard to inspect the Lloyd Thomas prior to her departure for operations with the Sixth Fleet in the Mediterranean. After a thorough inspection from stem to stern he announced that he found the ship ready in all respects for her forthcoming adventure. . .





**II** *Mediterranean  
Cruise*



# Cruise Calendar

- 1952
- 9 Jan. - Underway from Newport with Harwood, Keppler, Cabot
- 11 Jan. - Heavy weather - 55-60° rolls
- 12 Jan. - Rendezvous with Wilson and Tench
- 15 Jan. - Sub exercises with Tench and Chopper
- 19 Jan. - Fueled
- 20 Jan. - Passed through Straits of Gibraltar
- 21 Jan. - Docked at Oran, Algeria
- 23 Jan. - Big storm at Oran
- 24 Jan. - Tours to Sidi-bel-Abbes
- 26 Jan. - Departed Oran
- 28 Jan. - Rendezvous with Midway group
- 29 Jan. - Sighted mine? - Sank same? - Sicilian Straits
- 30 Jan. - Fired on sleeves from Malta
- 30 Jan. - Harwood detached to proceed to Gibraltar to effect repairs
- 31 Jan. - Arrived Augusta, Sicily
- 1 Feb. - Tours to Taormina, Catania, and Syracuse
- 6 Feb. - Departed Augusta in heavy weather and passed through Straits of Messina
- 6 Feb. - Passed Stromboli erupting at night
- 9 Feb. - Arrived Palermo, Sicily
- 10 Feb. - Tours to Monreale and Catacombs
- 12 Feb. - Left pier to anchor out
- 13 Feb. - Departed Palermo
- 13 Feb. - Arrived Naples
- 14 Feb. - First tour departed for Rome
- 15 Feb. - Tours to Pompeii, Amalfi, Sorrento, and Capri
- 16 Feb. - Second tour departed for Rome
- 18 Feb. - Departed from Naples
- 21 Feb. - Arrived Oran
- 22 Feb. - Tours to Sidi-bel-Abbes
- 23 Feb. - Captain's Inspection - personnel
- 26 Feb. - Captain's Inspection - lower decks
- 27 Feb. - Departed Oran to commence Operation Grand Slam
- 28 Feb. - H/K operations in advance of convoy going from Oran to Toulon
- 29 Feb. - H/K operations in advance of convoy going from Gibraltar to Villefranche
- 1 March - Fueled from U.S.S. Severn (AO-61)
- 2 March - H/K operations in advance of convoy going from Sete to Naples
- 4 March - H/K operations off Aranci Bay, Sardinia in support of TF 183 conducting shore bombardment
- 4 March - "Sank" 2 subs
- 6 March - Arrived Villefranche
- 9 March - Tours to Switzerland, Paris, Riviera, and Maritime Alps
- 14 March - Departed Villefranche for Gibraltar
- 17 March - Fueled at Gibraltar
- 21 March - Ship's Birthday Party
- 26 March - Arrived Newport, U.S.A.!!!

# The Trip Over

While still dark on the morning of 9 January 1952, the *U.S.S. Lloyd Thomas* got underway from Newport bound for adventures which were destined to add a new and colorful chapter to the history of the ship. Shortly after departing the harbor entrance in company with the aircraft carrier *Cabot* and destroyers *Harwood* and *Keppler*, we had a long last look at the Brenton Reef Light Ship. Before noon of the first day, it became readily apparent that the trip across the Atlantic was not going to be remembered as a smooth one. The storm lasted about four days, and some say the *Thomas* took rolls exceeding 50°.



After a rendezvous in mid-Atlantic with the destroyer *Robert L. Wilson* and submarine *Tench*, both of which had departed from Norfolk, all ships enjoyed a period of anti-submarine exercises with the *Tench* always being the goat.

On 20 January, after twelve long days at sea, came the joyous announcement over the ship's P. A. system, "Land ho!" It was the first bit of African or any foreign soil for that matter, that many of the landlubbers had seen. As foreign as it may have been it still was a very welcome sight. The crew of the good ship *Thomas* were all on deck right after evening chow to see Prudential's best advertisement as the narrow Straits of Gibraltar were traversed. One more night of steaming and dodging fishing boats and the *Thomas* would touch the first foreign port of her 1952 Mediterranean cruise.



## Oran, Algeria

Twelve days after leaving Newport, U.S.A. we steamed into the bay of Oran, Algeria, North Africa, the land of mystery and beautiful women, or so most of us had been led to believe by the books we had read and the stories we had heard, but our first look was far from romantic. We were welcomed by heavy seas and high winds, in fact, by one of the roughest storms that had hit the ship in many months.



After considerable difficulty we moored alongside the *Yellowstone* in the inner harbor, and because of the high sea walls around the harbor we thought the storm would have little effect on us inside, but to our regret, we were never more wrong. The seas poured over the wall and pounded the ships alongside as if there had been no wall at all. All the ships lost lines and cables from the terrific beating of the waves, and some broke away completely from their moorings, one ship lost its anchor, and several had to put out to sea. Although we were in a sheltered spot we lost several lines and received a hard blow on our fantail from a small French ship alongside. The *Harwood*, our sister ship, was severely damaged, as the French would put it "hors de combat" (disabled, out of the fight) and had to proceed to Gibraltar for repairs. There was no liberty for the crew until the following day.





Oran is a large and modern city (nothing like the conception most people have of Africa) with broad tree-lined avenues covered with modern shops and side-walk cafes. Most of its population is a mixture made up of Arabian, French and Spanish blood.

As soon as you step off the ship, you are surrounded by all kinds of little Arabs wanting smokes and candy for "Pappa". Everywhere you go they follow you, and if you don't watch them closely, they will pick your pockets. Most of them look as if they haven't had a bath or change of clothing in months and most likely they haven't.

While in Oran we took a tour to Sidi Bel Abbes, the home of the French Foreign Legion and the "boot camp" of all legionnaires. Here they are trained to be sent out to different posts all over the world. They are known to be the best trained fighters in the world, and have often won battles when they were greatly outnumbered. The Legion is made up of men from all countries, therefore a recruit must take an oath of allegiance to the flag of France while serving in the Legion. However, if they are to be sent to battle against their mother country, they are asked if they desire to fight and if not, they are not forced to do so. A big percentage of the men are German, many of whom served in the German Army in World War II. There are also some Italian, Spanish, French and a few Americans.







Some played volleyball . . .



Some saw the French Foreign Legion Post at Sidi Bel Abbes . . .

We were escorted throughout the post by English speaking members and shown the various points of interest, the most interesting being their Hall of Fame which contains relics from the beginning of the Legion up to the present time. When a man dies in the Legion, his name is put in the Gold Book which contains thousands of names of men who have fought and died for the Legion, from all nations. These books are kept in a large handcarved case, which, like the rest of the Hall was made by the Legionnaires themselves. There is also an arsenal which contains all types of weapons captured from the enemy in the different battles they fought, ranging from poison darts and knives to modern pistols and rifles.

After we left the Hall of Fame we headed for town where we did some shopping and then started back to Oran by bus. It was a long and tiring trip and most of us slept, leaving the driver to his everlasting horn-blowing. . . .





1st Division



"O" Division



1st Division



"C" Division



"E" Division



"S" Division



"E" Division

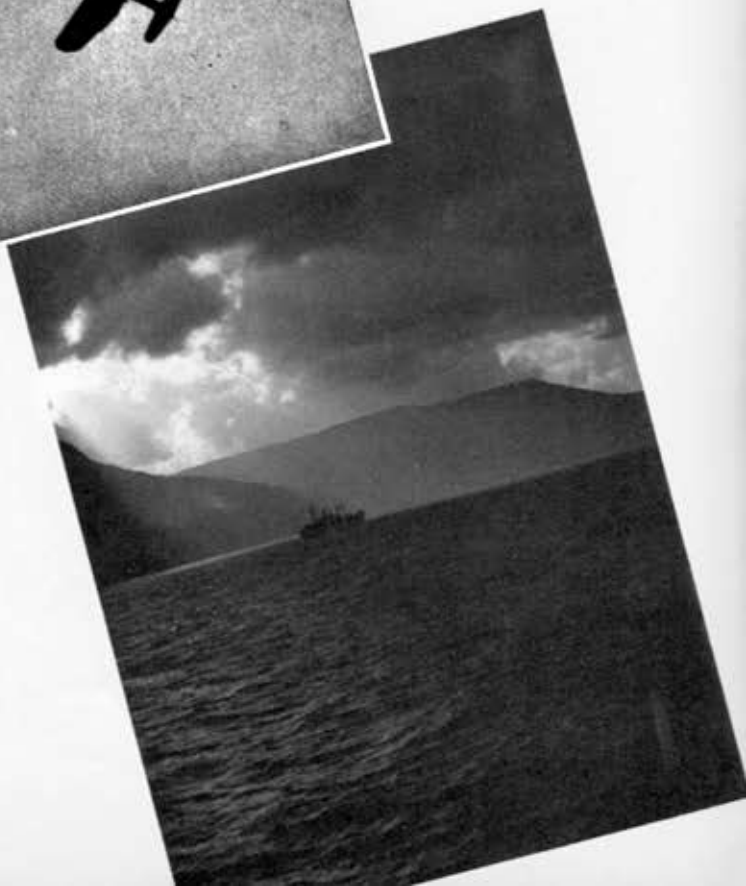


2nd Division

*Captain's Inspection  
... at Oran*



During part of the cruise, the *Thomas* had to skim along at speeds exceeding 27 knots to keep up with the "zoomies" on the *Tarawa* and *Midway*. The "airdales" can have their night landings at darken ship — we'll take "cans" any day . . .





The Boat Crew was always kept quite busy with man-overboard drills, as shown here, and night plane-guard assignments — not to mention the countless liberty runs they made. . .







## *Augusta, Sicily*

We arrived in Augusta, Sicily on the 31st of January, hoping for a beautiful stay, but since it was the rainy season, our visit was dampened for several days, although not enough to discourage tours to the various points of interest, one of which was to the city of Syracuse and its ruins.



Taking the bus from Augusta to Syracuse we got a close look at the Sicilians and their interesting way of life. On arriving at the outskirts of the city, we proceeded to the Greek Amphitheater, one of the largest and best preserved in the world, which is still used today by the Sicilians in staging Greek tragedies, translated into Italian. This theater can hold approximately 28,000 people at a single performance. Near by, we explored the Roman version of a prison, built by Dionisios, the Roman governor of the city of Syracuse during the time of the Christian persecutions. This huge cave built in the form of an "S", is said to have the best acoustics in the world, so great that even a threatening whisper against the governor, murmured in any part of the "Ear of Dionisios" could be heard in the guard-chamber above and the guilty person was put to death. The cave was hand-carved by the 30,000 Christian prisoners.



Mighty Midway at Augusta Bay . . .

The Roman Colosseum was another "shutter bugs" paradise, being the third largest of its kind in the world. Here gladiators and Christians fought lions, tigers, and sometimes each other.



The last stop on our tour to Syracuse was the catacombs, which are said to honeycomb the whole foundation of Syracuse. At this stop we saw the remains of the second cathedral of the Christian era where San Marino preached and was murdered, the site where St. Paul spoke to the Christians on his three day stay in Syracuse, and the tomb of the Seven Virgins. To complete the day, we sampled the city's bars and restaurants, and window-shopped in true American fashion.



A few hours outside of Augusta one can tread over "the playground of the gods" — Taormina. The charm of this tourists' haven lies in the surrounding landscape, Mt. Etna standing majestically over fields of wild flowers and granite cliffs from which the mainland of Italy can be seen.

In ancient days this part of Sicily was a favorite summer residence of the Greeks and Romans. The remains of this glorious past and the surrounding country could fill a volume of National Geographic Magazines. Taormina has a peaceful serenity about it which we did not find in the other places we visited in Sicily.

Reluctant to return immediately to Augusta we stopped on our return journey at Catania, "the black city of Sicily". Catania has been destroyed four times by the lava from the erupting Mt. Etna and has been rebuilt as many times with the black lava rock serving as ready and cheap material. This die-hard city definitely has an atmosphere of its own. Since it is the second largest city in Sicily, Catania can boast the sights generally seen in any European City — an ornate opera house, municipal plazas, wide boulevards and a modern shopping center from which many gifts for the family and friends will find their way into the States.



After leaving Augusta early on the morning of 6 February we ran into heavy seas which calmed down suddenly as we passed through the Straits of Messina. That night we passed close aboard to the romantic isle of Stromboli which was erupting mildly at the time. . .



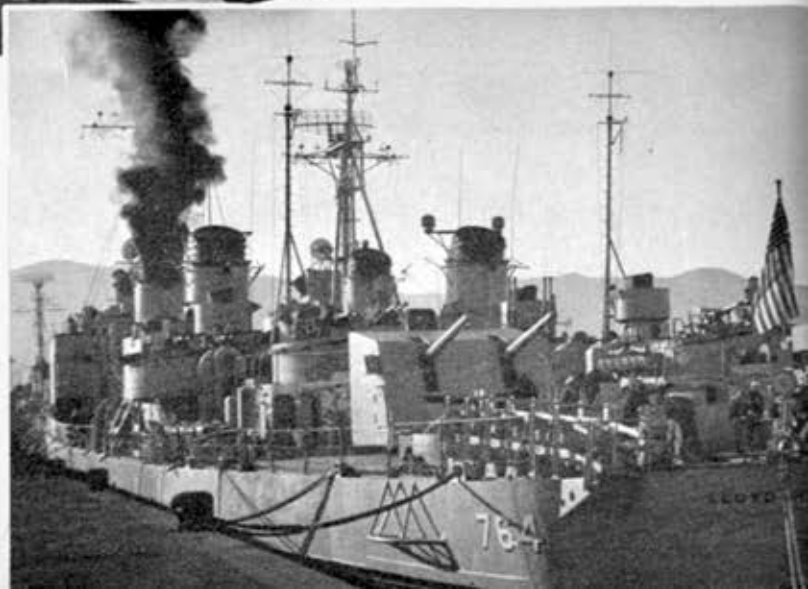


## Palermo,

Palermo, the largest city in Sicily, has much to offer the souvenir-hunting sailor in its modern and colorful department stores. While sitting in one of the typically quaint side-walk cafes, along the Via Roma, you watch the Sicilians participate in the colorful pageantry of ceaseless and never-changing customs of work and play.

Since all the tours in the previous ports we visited had been so popular with the crew, a tour of the city of Palermo and the surrounding area had been arranged for us. On the first leg of the tour we stopped at the Cathedral of San Rosalia. Its exterior architecture is probably the most beautiful we will ever see. Inside the Cathedral, to the right of the main altar, was the Shrine, embodied with the ashes of San Rosalie. This altar was of solid silver and its probable worth, in art alone, would be difficult to comprehend.

Not too far distant, we visited the Royal Palace and its cappella palatina. This chapel, which was under construction for forty-nine years, is said to hold the most beautiful Sicilian architecture of the 12th century and we who saw it shall never forget it.



# Sicily

After the long ride to and from Monreale, we persuaded our guide to take us to the catacombs of Cappuccini. Here we saw thousands of bodies, ranging from high Church officials to the lowest of peasants, some of which had been there for centuries. There was also the body of a child that had been embalmed forty-five years before and still looked today as it had at the moment of death. Unfortunately the man who had done the embalming of this particular body died himself before he had written the formula down so that the secret died with him and as yet has never been rediscovered. We left the catacombs completely immersed in a sense of mystery and awe at the unusual sight we had just seen.





Those of us who continued the tour visited the Utveggio Castle, and the beautiful resort city of Mondello Beach. The view from the Castle was a most beautiful panorama of the city of Palermo. Though the interior had been destroyed by the Germans it could not mar the splendor that this magnificent Castle once enjoyed.

Upon our return to the city, we turned our eyes to the night life of Palermo and a little relaxation after an interesting but tiring day.



Some saw the Cathedral at Monreale where restoration work was going on. This huge cathedral overlooking Palermo was built in record time by thousands of Moorish slaves. . . .







While at Palermo ComCarDiv 14 received an official visit on the Lloyd Thomas from a Lieutenant General in the Italian Army. . .







Fueling was a continuing job. . .







In the older and larger part of the city, to the east of the ridge, the spires of scores of ancient churches rise, intermingled with large public buildings, and here and there a factory chimney. In this quarter the poorer people live, and here centers the industrial and political life of the city. On the western side of the ridge are the new fashionable dwellings of the rich, built on terraced hills and commanding sweeping views of the bay, with the twin mountains of the famous Capri in the far distance.

## Naples, Italy

To catch the spirit of Naples the visitor must see it first as he sails between the islands of Ischia on the port side and Capri on the starboard and enters the celebrated Bay of Naples, some 22 miles wide. There at the apex of the Bay lies the noisiest, most picturesque, and most fascinating of Italy's historic cities. As the ship plows forward, through the bluest of waters under the bluest of skies, the sloping city appears, flanked seven miles to the east by the onimous bulk of Mount Vesuvius, and on the west by the graceful heights of Posilipo. In the background an amphitheater of volcanic hills curls around the city, which has been called the most beautifully situated in all Europe. To the lovely Isle of Capri go 30,000 tourists a year, to enjoy the balmy air and picturesque scenery and to view the ruins of the palaces in which the profligate emperor Tiberius spent the last seven years of his life.

From a crest north of the city, where stands the massive bulk of St. Elmo Castle, built in the 16th century and now used as a prison, a spiny ridge runs down to the sea, splitting the city in two.



# *Tour to Rome*

On the mornings of 14 and 16 February two tour parties loaded on buses and departed on long to be remembered tours of Rome. The first day we went to such places as St. Peter's Cathedral, Pantheon, Colosseum, Soldiers Memorial and the palaces of many of Italy's rulers. Among these was Mussolini's Palace. Most of these were in Ancient Rome — where the famous works of Michelangelo and his students surround you. It did not seem possible that we were standing where Nero, Julius Caesar and many other noted Romans one stood hundreds of years before.





The next morning our group had an audience with Pope Pius XII in the Hall at the palace adjoining St. Peter's. This was a very impressive part of the tour and left each and every one of us with the feeling that he had really accomplished something worthwhile in his life.

This tour took us also to the Cathedral of St. Paul, along the Roman Wall and by the Roman Forum. We passed such places as the Chapel and Archway of Quo Vadis, a pyramid Tomb, and by the ruins of the old aqueducts.

Modern Rome is very nice, with its night clubs and new hotels and a beautiful ultra-modern railroad station which has recently been built.

We all appreciated the hospitality and kindness the modern Romans gave us and for the knowledge of Ancient Rome that we were able to grasp while we were there.







## *Operation Grand Slam*

After our very pleasant visit to Naples, our force, Hunter/Killer Group Three, consisting of the aircraft carrier *Cabot* and destroyers *Harwood*, *Keppler*, *Wilson*, and *Lloyd Thomas* conducted hunter/killer operations for three days followed by another five-day stopover at Oran. The second stop at Oran found all hands placing less emphasis on liberty and more emphasis on athletics.

Early on the morning of 27 February our force departed Oran to participate in Operation Grand Slam along with units of the British, French, and Italian Fleets and their associated land-based aircraft. This was the first time anything of this nature has been attempted. The newspapers have reported questionable results regarding the success of the overall Operation, but it appeared that the anti-submarine work of our group was good because both planes and ships cooperated to the maximum to make a good number of definite "kills".









## Villefranche

The quiet, friendly town of Villefranche would look tempting to a sailor anytime, but after ten days of Grand Slam operations, this Riviera town takes on all aspects of paradise. From the bay we take in the panorama of perfume shops, pastry stands, quaint French bars and restaurants, the narrow "rues" by the boat landing, and the seaside highway following the coast to the resort city of Nice.

Liberty is plentiful, the prices reasonable, the weather perfect and all hands set their minds to nine days of relaxation before the long voyage home. Eventually everyone finds his way to the carnival city of Nice, sprawled between the mountains and the Bay of Angels. It takes only a few minutes to realize that Nice is a city of gaiety, catering to both the busy millionaire and the weekend tourist. The bus drivers always classify us with the latter and drop us off at the business center of town, the Place Massena. If we are lucky enough to find our way out of this center of traffic jams, market stalls, and modern department stores, we're bound to happen on the Promenade des Anglais which borders the most famous beach of all winter playgrounds. It is in the lavish hotels overlooking this boulevard that the wealthy and prominent citizens of the world vacation away their time over pernod at the sidewalk cafes.



Each sailor has his own experiences of Nice to tell his family — the elderly English couple who talked of their son in the British Navy, the French girl in the perfume shop who spoke perfect Berlitz English, the lady from Chicago who stopped and asked for a simple explanation of the Franc system! And each hand will tell his family he enjoyed his stay in France, for the French know what Americans expect of France and see to it that we are not disappointed.

Villefranche, with its fine foods, unpronounceable wines and gifts for the family will be remembered as our favorite liberty during the Mediterranean cruise and is one port we will look forward to visiting again on our future tours of duty.



This is Nice? . .





## *Tour to Switzerland*

On 9 March, nine men from the *U.S.S. Lloyd Thomas* left for Switzerland. Leaving Villefranche shortly after eight in the morning, we soon found ourselves traveling along the Var River, twisting and turning, and slowly climbing the passes of the French Alps. After a short stop for lunch in the French city of Digne, we were on our way again. Soon after leaving Digne we could see Mount Blanc, which is the highest point on the European continent. That evening found us in Geneva where we were able to see a little of the night life of that international city.

The following morning we were hustled into a waiting bus for a tour of the interesting and historic sights of Geneva: the United Nations Palace, Red Cross Building, and the monument in honor of the Reformation movement. After a short shopping spree and lunch, we climbed back into the bus and again were off on our way, traveling along scenic Lake Geneva, through the city of Lausanne, slowly making our way northward. All along the roadside, we could see the chalets of the Swiss.

About sundown, as we came to the crest of a hill, we suddenly saw the city of Bern stretched out in the valley beneath us. A short stop here for coffee and again we were off for our final destination, Grindelwald. Now out of the rolling

hills of central Switzerland, we started climbing into the Swiss Alps. Lying between the Lakes of Thun and Brien is the famous Swiss summer resort of Interlaken. It was here that we picked up our guide who was to take us some seven miles further to Grindelwald.

Here at last, at our destination, we were welcomed by an excellent dinner and treated to the friendly hospitality of the Swiss people. After supper small groups left to explore what Grindelwald had to offer in the way of night spots. Some went to the "Rendezvous" where they listened to good American music and danced, while others stayed in the hotel for a quiet evening.

The next morning was a busy one. First the sporting goods store to be outfitted with skis, poles, and shoes, and then back to the hotel to change. That afternoon was one of anxious anticipation for a try at skiing. Catching the cog railway that takes skiers to the Jungfrauoch, we were on our way. The Jungfrauoch, 11,330 feet high, is the highest railway station in Europe. At Kleine Scheidegg, which is about half the distance to the top, the ski run starts. From the train master, who emphatically express his desire for us to purchase round-trip tickets, to the Swiss ski instructor, who advised us not to make



the run, just about everyone considered the run much too difficult for skiers such as we. Much to our dismay we found that they were absolutely right. The first of a party of five arrived at the base of the run an hour and a half after starting, while the two beginners made it in a little less than three hours. We might mention here that the average Swiss skier makes this run in something like twenty minutes, but the fact that we finished without any broken bones was a victory in itself. The phase of the skiing which hurt our vanity most was the embarrassment we felt in watching children of nine and ten zip by as we were extracting ourselves from various snow-banks. But it was not only our vanities that hurt when we got back to the hotel!

While our intrepid sportsmen were attempting to ski, another group, with more sense, went up to the Jungfrauoch where we were treated to the scenic beauty of the Alps. Here is located the Jungfrau glacier, which moves slowly down the mountainside. In the glacier itself a tunnel is cut leading to a little bar-room carved out of the ice and containing all-ice fixtures. Farther on is an "underglacier" ice-skating rink with a large high-ceiling hall supported by ice columns.

The following morning, those who did not want to try the ski-run again, took the chairlift up to "First". It is a strange feeling to glide over the mountainside and it is difficult to say what is most impressive. It may be the continually changing scenery; the quiet swing over snow-covered chalets; or a small stream darting amongst tall evergreens laden with snow. The

view during the climb is incomparably beautiful and one who has visited "First" can never forget the sight of those majestic mountains and glaciers, or the picture of the storybook village of Grindelwald nestled in the Alps.

Shortly after dinner we said our "goodbyes" to the people of Grindelwald and were on our way back to Geneva. We did not leave without sadness. While in Grindelwald, we were treated wonderfully. Many of us thought that if we were given a choice of living anywhere in Europe, it would be among the Swiss. Passing back through Interlaken we took our last look at the Alps of the Bernese Oberland. That afternoon found us in Bern where we were shown some of the sights of the Capitol City. Our visit included a short stop in the Kornhauskeller for beer, a place with much local color, including a Barvarian Band costumed in green shorts, brightly colored suspenders and typical alpine hats. The band, to our American ears, gave out plenty of "OOMpah-OOM-pah", but little melody. Back into the bus and off for Geneva.

That night in Geneva, we took advantage of our last taste of Switzerland. Those who were able to walk reasonably well after their skiing experiences went out on the town. But many of us nursed our aches and bruises, took hot baths and hit the sack.

The next morning, tired but well-satisfied with our short stay in Switzerland we headed back to Nice, loaded with Swiss chocolate, "Cuckoo" clocks, and a wonderful impression of the Swiss people and their beautiful country.





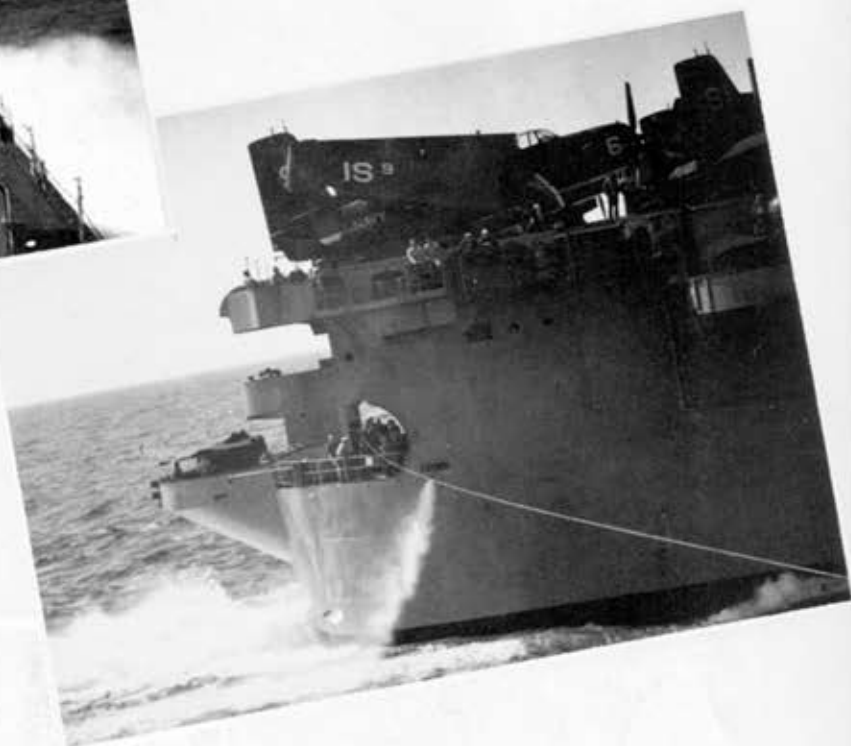
# *Gibraltar*



After leaving Villefranche on 14 March we stopped on the 17th at Gibraltar to fuel for the long trip back to the States. We were not there long enough to go ashore, but it gave a chance for ComCarDiv 14, ComCortDesDiv 62, and all the "Small Boy" skippers a chance to get together and rehash recent operations. . .

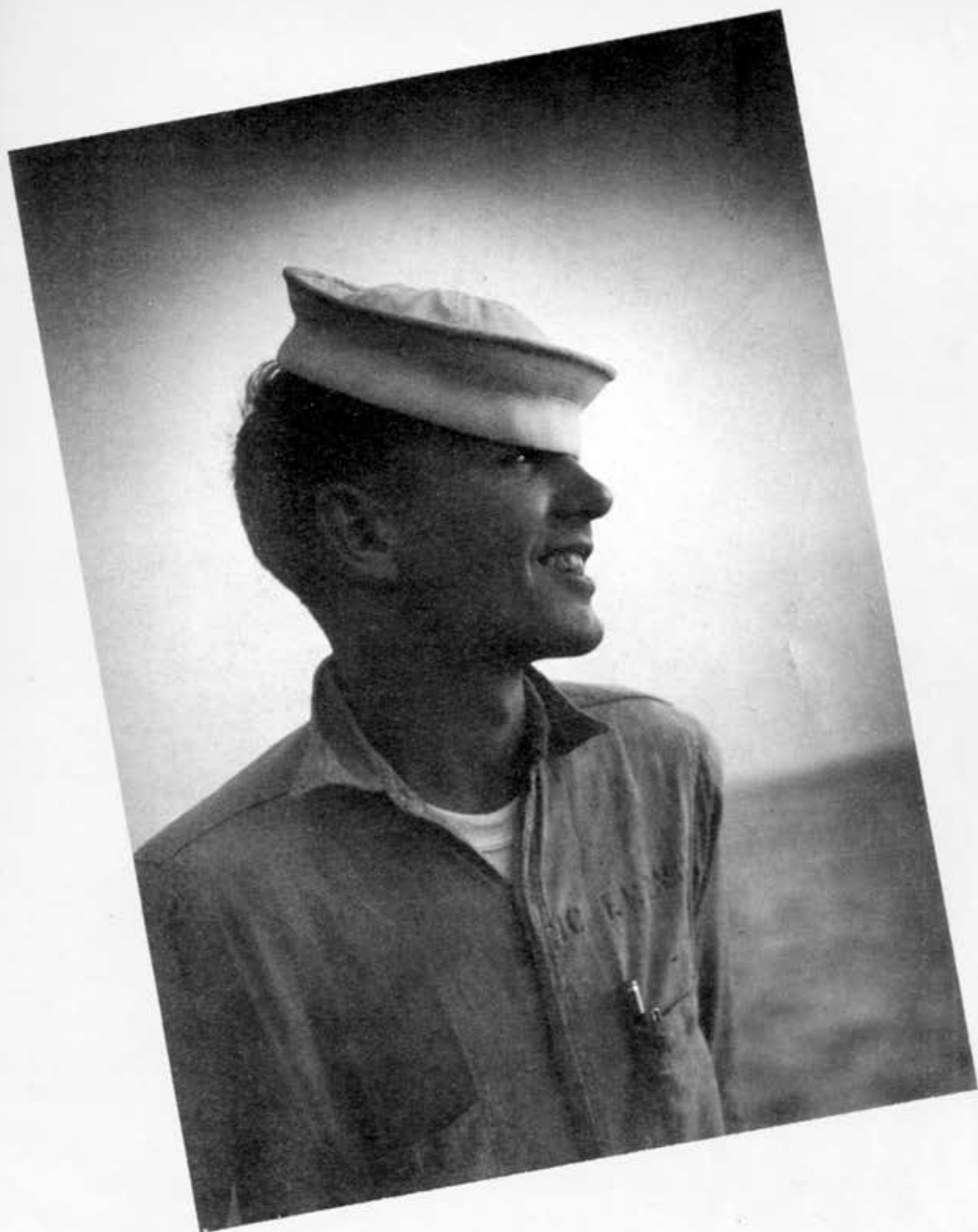


# *The Trip Home*



On our return voyage we made a high-line transfer as shown here for the purpose of exchanging guard mail and movies (for instance "The Radar Secret Service"). The movies and disc jockey program helped shorten the trip, but if you want to see what every man was anxiously waiting to see, then just turn the page. . . .





**II** *The Ship at Work  
and Play*





The movies did a good business . . .

# Ship's Gangs ... In Action

Whether the General Quarters alarm goes off during day or night, within a matter of seconds you will find the Gun Boss perched high in the director, every 20mm, 40mm, and 5-inch gun mount, Plot, and Combat fully manned and ready for action. . . .



The Torpedo Gang consisting of nine men have under their control the torpedo mount, the hedgehog mount, the K-guns, the stern racks, and all depth charges. They keep all of these in perfect running order for immediate operation. When the ASW alarm "sounds off" they man the hedgehog mount and depth charges whether it be day or night and prepare to fire. The maintenance of these stations occupies the remaining time of this group of men.

The Shipfitters' Gang consists of eight men whose rates include Pipe Fitters, Damage Controlmen and Metalsmiths. This versatile gang claims it can fix anything on the *Lloyd Thomas* but a broken heart.

They are responsible for all plumbing, welding, carpentry and repairs to hull piping systems. During emergencies they are the leading members of the ship's Repair Parties — handling all emergency equipment, fire fighting gear and the setting of water tight integrity. Any one of them can do most anything from mounting a safe in an officer's stateroom to fixing a seaman's shower shoes.

The "M" Division consists of thirty men. This division is a branch of the engineering department of the ship. Their duties are to maintain and operate the ship's main propulsion system, such as the main engines, evaporators for fresh water system and the turbines for main and auxiliary equipment.

These members of the underground savages have often wondered what division is the most important in the operating of the ship. They all agree that each and every division well trained and working together is what constitutes a good fighting ship.



Machine Shop "Turns" To . . .

The Supply Office is divided into two sections, the Storekeepers and the Disbursing Clerks. There are five storekeepers to handle the ordering and purchasing of all food supplied, stores and spare parts that are used aboard.

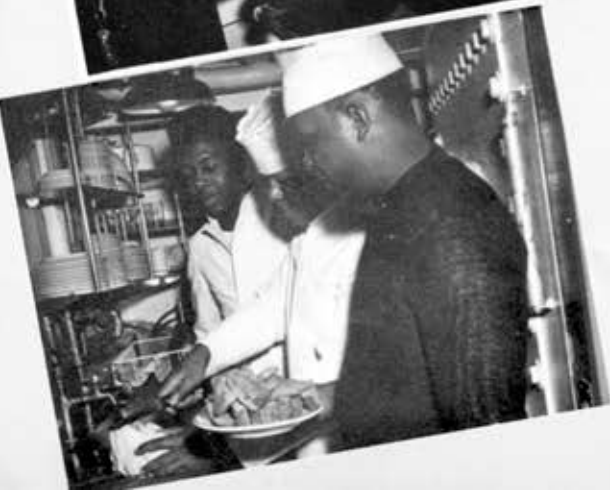
The three Disbursing Clerks take care of all pay records, computing pay, paying for travel and other Public Vouchers and handle all money matters concerning the ship.

There are three corpsmen to take care of all the aches and pains on the *Lloyd Thomas*. They also administer all shots, blood tests and what other tests need to be taken. The corpsman is on call any hour of the day or night, it may be for only an aspirin, yet it could be and is quite often more serious. These men have to be very capable and alert for all emergencies.

The Laundry is in operation twenty four hours a day, for six days a week. The four laundrymen do all the enlisted men's laundry, as well as the officers' and chiefs'. The pressing of all chiefs' and officers' uniforms are taken care of by them also. No matter how rough the sea may be the laundry operates.

There are eight cooks to handle the feeding of "three squares a day" for the crew. A chief is in charge of the galley and he and his crew make the menus, prepare and supervise the serving of food at all meals.

The Bakers make all the desserts whether it is pie, pudding or what have you. All bread is baked by them. These two men usually do their work during the night.



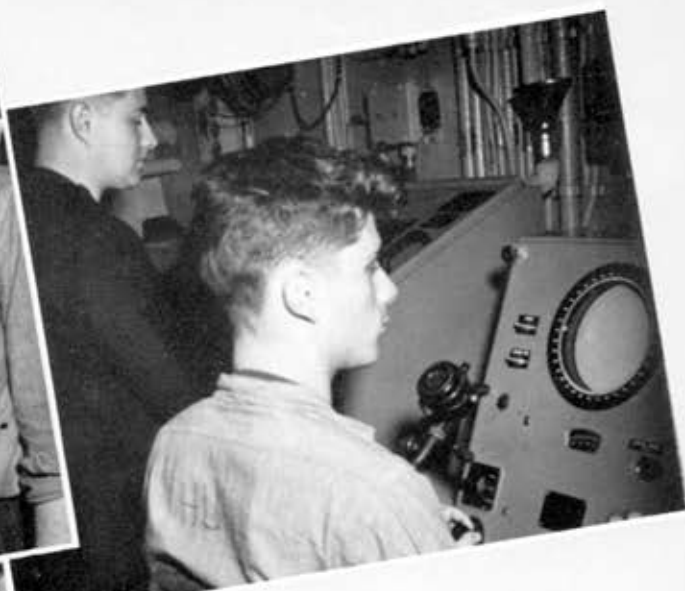
Seven Stewards Mates take care of the officers mess and staterooms. They are subject to call at any time of the night or day. Most of their cooking is done in the ship's galley and served from the Officers' Pantry. Many fancy dishes are prepared by these capable men.





The "Radio Gang", "Quartermasters' Gang", and "Ship's Office Gang" all are part of the "C" Division and serve a very important function in the ship's operations. The Radiomen receive and transmit all CW radio traffic in addition to routing it to the persons concerned. The Quartermasters serve the same function with visual traffic in addition to their navigational responsibilities. The Ship's Office force handles all inter-command correspondence in addition to court-martial records, ship's logs, liberty cards, personnel records, and any other odd jobs you can think of. . . .





Going down to Sonar is like stepping into another world with scopes, knobs, gear of all shapes and strange noises coming out of a loud speaker. It's hard to remember an operation without sonar being right in the middle of it. When that old familiar sound is heard "General Quarters, General Quarters, all ASW teams man your stations", it means there's a submarine out there and the Sonarmen have to find it and sink it. Many times when the ship is on ASW operations with submarines, the "ping jockeys" have to man their stations for as long as eight hours at a clip. This gang has made quite a record for the ship by making the high score of 93% at Guantanamo Bay, Cuba.

Combat can be the quietest or noisiest spot on the ship depending on whether Combat is ahead of the situation or vice versa. The latter very rarely happens, of course, due to the high degree of preparedness and training of Combat personnel. Combat is responsible mainly for the collection, evaluation, display, and dissemination of all combat information received by voice radio, radar, or other means.

The Electronics Technicians, better known as the "intelligentsia" as long as the gear is working and "lunkheads" when it is not, are the boys responsible for the proper operation of all loran, search radar, and radio gear on board. Their job requires a longer period of training than any other job on the ship.



# Softball Team

The *Lloyd Thomas* opened the 1952 Softball season early in February with an 11 to 4 practice game victory over the *U.S.S. Goodrich*. The game was highlighted by a bases-loaded homerun by Gunn RM3 in the fourth inning. Our next win came in Oran with a 12 to 9 slugfest win at the expense of the *U.S.S. Keppler*. These two games proved to be just the warm up we needed to begin the first round of the CortDesDiv 62 tournament which opened in Oran. Our first opponent was the highly regarded carrier nine from the *U.S.S. Cabot*. The big boys were quite surprised to find that they were no match for the *Thomas* team, going down to a 6-3 defeat. Shortstop Eshbach SKSN, was the hero of the day blasting a two-run homer in the fifth to break a tie score, while Gunn was busy striking out 16 Cabotmen.

From this remarkable start, we really hit bottom when the *Keppler* nosed us out 5 to 7 in the second game of the tournament. The *Thomas* went back to its winning ways the next day though, by defeating the *U.S.S. Harwood* 8 to 5, with Eshbach again taking the hitting honors with a homerun and a triple, while driving in four runs. The *U.S.S. Wilson* was next on the list and this game was to determine the tournament leadership. Once more the *Thomas* was up to the test, winning another slugfest 10 to 6. Our remarkable shortstop did it again, this time in the first inning. This game terminated the first round of play, with the *Thomas* and *Wilson* tied with a 3-1 won-lost record, and the playoff was scheduled for Villefranche.

The *Wilson* proved to be just too much that day winning 6 to 1, but an assist will have to be given to the six errors contributed by the *Thomas*. Our only run was scored on a home-run in the seventh by Gunn. The second round of play got underway the next day, and the *Thomas* took three straight victories, all of them forfeits from the *Cabot*, *Keppler* and the *Harwood*. A playoff for the championship between the *Thomas* and the *Wilson* was never scheduled and the tournament ended in a tie. But of course we like to think that the *Thomas* would have beaten them anyway, thereby taking undisputed ownership of the title "champions".

Scherrer RD3 is the leading hitter in the club with an average of .478 for the seven games that were actually played. Eshbach is the home-run and RBI leader with a 5 and 14 respectively. Gunn is the strike-out leader with 43. Curran QMC, was elected captain for this year, and we think he's off to a wonderful start with a great bunch of guys.



In competition against the *Cabot's* boxers and wrestlers the *Thomas* team, although outpointed by the Cabotmen, did better than any of the other destroyer teams. The Smoker was held on the *Cabot* while the ship was in Oran with Franzen, Engott, Powell, Christensen, and Butler competing for the *Thomas*. . . .





## Basketball Team

Reorganized during the cruise, the team showed great possibilities. Playing in a tournament among the destroyers *Wilson*, *Harwood*, *Keppler*, *Thomas* and carrier *Cabot*, the team won 5 and lost 3. Among the victories was a 20 point win over the *Cabot* and a similar win over the French Naval Base team at Oran, Algeria. Two double overtime losses to the *Wilson* were among the thrillers. Watch out for this team, "They can go"!

### ROSTER OF PLAYERS:

Dhaens, CS2 — *Captain*  
 Birkett, RM2 — *Co-captain*  
 Schwendeman, RM2  
 Wilson, RD3  
 Whitley, RMSN  
 Teske, SN  
 Crotty, SN  
 Cain, SN  
 Smith, FN  
 Spradlin, SN  
 Ricketts, PN2



While in Oran a temporary volleyball court was set up on the dock just adjacent to the ship using materials at hand. Several games were played as part of a tournament which could not be completed because of interference with scheduled softball games, but many games were played just for the sake of relaxation and exercise. . . .





"Disc Jockeys" Chuck Birkett, Bob Scherrer (Kevin O'Shea), Don Fisher, Jim Gallagher, and engineer John Kelly combined their talents on the long voyage home to give us two very enjoyable hours of music and fast chatter each night thanks to the use of Chaplain Hogan's platter spinner. . . .

## Cruise Book Staff

With over 350 photographs taken while underway and at the six ports visited during the Mediterranean Cruise, the staff was faced with the task of organizing the material in readable form in a minimum of time. As would be expected this proved to be no simple job for the bunch of odd-fingered seamen we were. But with maximum utilization of all those who had had previous year-book experience and the cooperation and support of all hands, we managed to finish the book. We present it to you hopefully for your approval and wish to thank all those who helped in its compilation.

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On the trip back from the Mediterranean when 21 March rolled around a birthday party was celebrated for the nine "plank owners" shown above who were members of the crew five years ago when the *Lloyd Thomas* was first commissioned at the Bethlehem Steel Company yards in San Francisco. Those present from left to right back row: Roberts, Devine, C. E., Woody, Dootson, Morris. Front row: King, R. G., Cunningham, Morton, R. L., Dietrich.



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# *Candid*







